

Message Text

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SUBJECT: CCMS: URBAN TRANSPORTATION FOLLOW-UP REPORT

1. FOLLOWING IS EXECUTIVE SUMMARY OF URBAN TRANSPORTATION
FOLLOW-UP REPORT PREPARED BY US. REQUEST MISSION PROVIDE
TEXT TO CCMS/IS FOR CIRCULATION AS NATO DOCUMENT PRIOR TO
MARCH 14-15 PLENARY.

2. OVERVIEW

IN RECOGNITION OF THE CENTRAL IMPORTANCE OF URBAN TRANSPORTATION TO THE PROBLEMS OF MODERN SOCIETY, THE URBAN TRANSPORTATION PILOT STUDY WAS PROPOSED BY THE UNITED STATES AT THE 1972 SPRING CCMS PLENARY MEETING. THE STUDY WAS APPROVED IN FEBRUARY 1973. PROJECTS INCLUDED IN THE PILOT STUDY WERE

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- A. URBAN TRAVEL FORECASTING
- B. DEMAND SYSTEMS (DIAL-A-BUS) EVALUATION
- C. BUS PRIORITY SYSTEMS
- D. URBAN GOODS MOVEMENT
- E. EVALUATION OF SHORT DISTANCE TRANSPORT TECHNIQUES

REPORTS ON THE FIVE PROJECTS WERE PUBLISHED AND DISTRIBUTED IN 1975-76. DEVELOPMENTS IN U.S. CITIES DURING THE PERIOD 1975-77 WERE SUMMARIZED IN A REPORT PREPARED BY THE U.S. DEPARTMENT OF TRANSPORTATION IN OCTOBER 1977. THE FOLLOW-

UP REPORT INCORPORATES THAT MATERIAL AND ALSO DESCRIBES DEVELOPMENTS IN THE OTHER COUNTRIES PARTICIPATING IN THE PILOT STUDY SINCE THE INITIAL REPORTS WERE ISSUED.

3. URBAN TRAVEL FORECASTING

THE OBJECTIVE OF THIS PROJECT WAS TO PROVIDE GUIDES FOR A SIMPLER, LESS COSTLY, GENERALIZED URBAN TRAVEL FORECASTING PROCEDURE TO PROVIDE QUICK INFORMATION ON THE FUTURE GROWTH PATTERNS OF URBAN TRAVEL. THE STUDY TESTED THE ABILITY TO DEVELOP A GENERALIZED TRIP GENERATION PROCEDURE THAT COULD BE UTILIZED QUICKLY AND EASILY ON A MULTI-COUNTRY BASIS TO PROVIDE INFORMATION ON TRIPMAKING THAT WOULD LIKELY OCCUR UNDER VARYING ASSUMPTIONS OF SOCIOECONOMIC ACTIVITY. THE REPORT CONCLUDES THAT THERE IS EVIDENCE THAT THE CROSS-CLASSIFICATION TECHNIQUE MAY HAVE VALIDITY AND THAT ITS USE SHOULD BE CONSIDERED BY LOCAL OFFICIALS WHO FIND IT CONVENIENT TO USE AN INEXPENSIVE METHOD FOR TRIP ESTIMATES. APPLICATIONS OF THE TECHNIQUE ON THE PART OF LOCAL PLANNERS HAVE INCREASED STEADILY, THOUGH SLOWLY. THE PRINCIPAL REASON FOR THIS SLOW RATE OF GROWTH IS SEEN AS RELUCTANCE TO ABANDON FAMILIAR APPROACHES, SUCH AS ZONAL ANALYSIS AND REGRESSION TECHNIQUES FOR NEW, UNCERTAIN UNCLASSIFIED

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METHODS.

4. DEMAND SYSTEMS (DIAL-A-BUS) EVALUATION

THE PURPOSE OF THIS PROJECT WAS TO ESTIMATE THE DEMAND FOR DIAL-A-BUS SERVICE IN WATERLOO, BELGIUM. WATERLOO IS TYPICAL OF NUMEROUS COMMUNITIES IN EUROPE AS WELL AS THE U.S. IN THAT LOCAL TRIPS ARE NOT WELL SERVED BY CONVENTIONAL BUS SERVICE BECAUSE ORIGINS AND DESTINATIONS ARE WIDELY DISPERSED. BECAUSE TAXICAB FARES WERE CONSIDERED OUT OF REACH OF MANY TRIPMAKERS, THE GOVERNMENT DECIDED TO EXAMINE THE FEASIBILITY OF AN INNOVATIVE PARATRANSIT SERVICE.

THE BELGIAN GOVERNMENT RECENTLY DECIDED, HOWEVER, TO PROVIDE MINI-BUS SERVICES TO THE ELDERLY AND HANDICAPPED IN THE BRUSSELS AREA RATHER THAN INITIATE A WATERLOO DIAL-A-RIDE SERVICE.

5. BUS PRIORITY SYSTEMS

THE PURPOSE OF THIS STUDY WAS TO EXAMINE PRIORITY SCHEMES FOR BUSES AND CARPOOLS IN DOWNTOWN AREAS AND ON FREEWAYS WHICH ARE MAJOR COMMUTING CORRIDORS IN ORDER

TO DETERMINE THE FEASIBILITY OF PRIORITY MEASURES TO REDUCE THE TRAVEL TIMES OF HIGH-OCCUPANCY VEHICLES, AND TO

ASCERTAIN THE EXTENT OF POSSIBLE DETRIMENTAL EFFECTS ON OTHER TRAFFIC. THE REPORT CONCLUDED THAT SCHEMES GIVING PRIORITY TO HIGH-OCCUPANCY VEHICLES ARE A VIABLE MEANS OF IMPROVING TRANSIT SERVICE AND RIDERSHIP IN CITIES WITH DISPERSED POPULATIONS, PARTICULARLY FOR TRAVEL TO WORK.

THERE HAS BEEN LITTLE INNOVATION IN BUS PRIORITY SYSTEMS SINCE THE 1975 REPORT. HOWEVER, THERE HAS BEEN CONSIDERABLE WORK IN REFINING AND SUMMARIZING THE STATE-OF-THE-ART
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AND PREPARATION OF GUIDELINES FOR IMPLEMENTATION. IN EUROPE AS IN THE U.S., AN INCREASING NUMBER OF CITIES ARE IMPLEMENTING SCHEMES TO GIVE PRIORITY TO HIGH-OCCUPANCY VEHICLES. SEVERAL PROJECTS ARE PLANNED FOR THE NEW TOWN OF ST. QUENTIN IN YVELINES, FRANCE, AND A COMPREHENSIVE BUS PRIORITY SYSTEM HAS BEEN PREPARED FOR BESANCON. IN THE UK, ADDITIONAL LANES HAVE BEEN EXTENDED. IN CANADA, NEW EXCLUSIVE BUS LANE SYSTEMS HAVE OPENED IN HALIFAX, MONTREAL, QUEBEC CITY AND EDMONTON.

6. URBAN GOODS MOVEMENT (UGM)

THE PURPOSE OF THIS STUDY WAS TO EXAMINE PROBLEMS CREATED BY THE MOVEMENT OF FREIGHT IN URBAN AREAS, WITH THE EMPHASIS ON "LTL" (LESS THAN TRUCK LOAD) SHIPMENTS. THE REPORT REVIEWED THE CHARACTERISTICS OF FREIGHT ACTIVITIES WHICH ARE ESSENTIAL TO UNDERSTANDING UGM AND TO DEVELOPING STRATEGIES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENTS. IT ALSO CONSIDERED A NUMBER OF ALTERNATIVES WHICH HAVE BEEN PROPOSED TO IMPROVE PHYSICAL DISTRIBUTION IN CITIES AND BETTER INTEGRATE FREIGHT MOVEMENTS WITH OTHER TRANSPORTATION AND ECONOMIC ACTIVITIES.

THE FOLLOWING TOPICS WERE EXAMINED: TRAFFIC PROBLEMS; TECHNICAL PROBLEMS; FREIGHT TERMINALS; REGULATION AND COMMERCIAL USE, PLANNING; AND DEMONSTRATION OF NEW PROJECTS.

RECOMMENDATIONS WERE MADE FOR DEALING WITH EACH OF THE FIVE MAJOR PROBLEM AREAS, AND SPECIFIC PROPOSALS WERE MADE FOR ADDITIONAL RESEARCH.

SINCE THE FINAL REPORT, THE UK HAS COMPLETED STUDIES OF
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GOODS MOVEMENT FLOWS AND RELATED PROBLEMS IN HULL, SWINDON, AND LONDON. THIS WORK HAS ADVANCED THE STATE-OF-THE-ART OF MODELING URBAN FREIGHT MOVEMENTS. A NUMBER OF EUROPEAN CITIES HAVE TAKEN STEPS TO REDUCE FREIGHT-PASSENGER

CONFLICTS IN CONJUNCTION WITH THEIR TRAFFIC RESTRAINT SCHEMES, PARTICULARLY WHERE AUTO-RESTRICTED ZONES ARE EMPLOYED. FREIGHT CONSOLIDATION SCHEMES ARE BEING CONSIDERED OR IMPLEMENTED, PARTICULARLY IN THE NETHERLANDS.

7. INTERMODAL CONSIDERATIONS AND EVALUATION OF SHORT DISTANCE TRANSPORT TECHNIQUES

THE PURPOSE OF THIS REPORT WAS TO EXAMINE A SPECTRUM OF URBAN TRANSPORTATION SYSTEMS AND VEHICLES OPERATING IN 1975, OR EXPECTED TO BE OPERATING BY 1980. A NUMBER OF ALTERNATIVES UNDER CONSIDERATION BY INDIVIDUAL CCMS COUNTRIES, PARTICULARLY THOSE INVOLVING FIXED GUIDEWAYS, WERE DESCRIBED. IT CONCLUDED THAT IF PUBLIC TRANSPORTATION IS TO BE A SERIOUS ALTERNATIVE TO THE PRIVATE AUTOMOBILE, IT MUST MEET RATHER HIGH STANDARDS WITH RESPECT TO TRAVEL TIME, COMFORT, AND FREQUENCY. ONLY A RELATIVELY FEW PUBLIC SYSTEMS OFFER SUCH STANDARDS AT THIS TIME.

SOME RECENT PARATRANSIT DEVELOPMENTS (DIAL-A-RIDE AND PRIORITY TREATMENT OF BUSES) ARE DESCRIBED IN OTHER PARTS OF THIS REPORT. VANPOOLS AND COMMUTER BUS CLUBS HAVE BEEN ORGANIZED IN THE UK IN COLLABORATION WITH THE U.S. ON THE HARDWARE SIDE, VOLVO AND SAAB HAVE DEVELOPED PROTOTYPE TAXICABS WHICH OFFER FULL ACCESSIBILITY TO THE HANDICAPPED. LILLE, FRANCE, IS CONSTRUCTING A PERSONAL RAPID TRANSIT (PRT) NETWORK TO FACILITATE TRAVEL IN THE DOWNTOWN. THE FEDERAL REPUBLIC HAS A PRT PROTOTYPE "CABINTAXI" SYSTEM OPERATING AT A TEST SITE IN BREMEN, AND A "CABINLIFT" SYSTEM TRANSPORTING PASSENGERS BETWEEN BUILDINGS AT A HOSPITAL IN ZEIGNEHEIM. VANCE

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